

King County RTID Project Descriptions

Project Number	Project Title	RTID Cost	Project Description
1	I-405 Investment Level A	\$ 1,100	Coupled with the Nickel Package from the legislature, constructs additional lanes (one each direction) between I-5 in Tukwila and SR 169 in Renton, including partial improvements at the I-405/SR 167 Interchange; constructs additional lanes (one each direction) from the I-90 Interchange to Downtown Bellevue (northbound from I-90 to SE 8th, and southbound from Main Street to Coal Creek); constructs additional lanes through Kirkland, (southbound from SR 522 to SR 520 and northbound between 70th and 124th.
2	I-405 Investment Level B	\$ 1,775	"A" plus: Constructs auxiliary lane between Coal Creek and I-90 (northbound). Constructs new interchanges in Kirkland and one northbound lane from 124th to SR 522. Constructs HOV direct connection at SR 167/I-405 Interchange.
3	I-405 Investment Level C	\$ 3,100	"A" and "B" plus: Constructs two lanes (northbound and southbound) between SR 169 (Renton) and I-90, and between I-90 and SE 8th in Bellevue. Adds one lane through Bellevue (northbound and Southbound). Constructs park and ride lots and in-line stations supporting a bus rapid transit line from Lynnwood to Sea Tac Airport.
4	I-405 Investment Level A1	\$ 1,300	Makes capacity and operational improvements along the I-405 corridor including an additional lane in each direction from I-5 to SR 169 in Renton, improves ramps and access to Tukwila, interchange improvements at SR 167 including direct freeway to freeway HOV from NB SR 167 to NB I-405 and the opposite movement; an additional SB lane through the I-90 interchange from Bellevue to Coal Creek that includes reconstruction of the Wilburton Tunnel and a NB lane from I-90 to Bellevue; additional lanes in the Kirkland area, a NB lane from NE 70th Street to SR 522 and a SB lane from SR 522 to SR 520; constructs a half interchange to and from the North at NE 132nd Street, expands the Brickyard park and ride (750 stalls) and constructs direct HOV access to and from both the North and South.
5	I-90 Investment Levels A, B and C	\$ 80	Coupled with nickel package and Sound Transit funding, constructs HOV lanes (one eastbound and one westbound) on the outside roadways between Seattle and Bellevue (known as alternative R8A).
6	SR-520 Investment Level A	\$ 1,000	Constructs new floating bridge and approach structures. Project accommodates one additional HOV/BRT lane each direction (eastbound and westbound) between Montlake Boulevard and Bellevue Way. Floating bridge accommodates future HCT. *Tolls of approximately \$1,000 required to complete scope as written
7	SR-520 Investment Level B	\$ 1,000	Same as "A"
8	SR-520 Investment Level C	\$ 1,500	"A" and "B" plus: Constructs roadway improvements to accommodate one additional HOV/BRT lane each direction (eastbound and westbound) between Montlake Boulevard and I-5.
9	SR-520 Investment Level A1	\$ 1,000	Replace the existing floating bridge with a new 6-lane bridge including arboretum ramps, approach structures, shoulders and non-motorized path. Project constructs a reversible ramp to I-5 express lanes, WB to SB and NB to EB and replacement of the Portage Bay structure with a new 6-lane structure. On the Eastside of Lake Washington, the project constructs a Eastbound HOV lanes to Evergreen Station or farther east as budget allows. *Tolls of approximately \$1,000 required to complete scope as written
10	SR-509/I-5 Investment Level A	\$ 200	Purchases the full right of way to preserve the corridor for future roadway construction. Utilities will also be relocated and advance environmental features will be constructed.
11	SR-509/I-5 Investment Level B	\$ 500	"A" plus: Constructs new roadway from S 188th to SR 99, including a temporary interchange at SR 99.
12	SR-509/I-5 Investment Level C	\$ 935	"A" and "B" plus: Constructs new roadway from SR 99 to I-5 at S 208th (including new interchange at 5). Constructs two additional lanes (northbound and southbound) on I-5 between S 208th and S 272nd. Constructs one additional lane (southbound) between S 272nd and S 320th in Federal Way.
13	SR-509/I-5 Investment Level A1	\$ 800	Completes the missing link between I-5 and S 188th Street (6 lanes) and new lanes on I-5 to S 272nd Street. Either constructs the South Airport Access interchange with the proposed 228th arterial connection or the HOV direct access ramps I-5 to SR-509.
14	SR 99 Alaskan Way Viaduct Investment Level A	\$ 1,000	Replaces the southern section of the viaduct between Holgate and King Street with a new section at grade. Constructs overpasses at Atlantic and Royal Broughm. Upgrades the Battery Street Tunnel for fire and life safety. (Useable in all options under consideration.)
15	SR 99 Alaskan Way Viaduct Investment Level B	\$ 1,500	"A" plus: Strengthens the northern sixteen 3-span sections of the viaduct from Battery Street to south of Blanchard Street to resist earthquakes. (Useable in all options under consideration.)
16	SR 99 Alaskan Way Viaduct Investment Level C	\$ 3,400	"A" and "B" plus: Provides necessary funding to complete replacement of the viaduct between King Street and Blanchard Street with either the rebuild option, the aerial option, or the bypass tunnel option.
17	SR-167 Investment Level A**	\$ 140	Coupled with the nickel package from the legislature, constructs HOV lanes (northbound and southbound) from 15th Street NW in Auburn to SR 410. Constructs auxiliary lanes (northbound and southbound) between SR 516 and S 277th. ** All SR 167 estimates need additional \$50 million from Pierce to complete project scopes.
18	SR-167 Investment Level B**	\$ 310	"A" plus: Constructs lanes (one each direction) from 84th Ave in Kent to S 180th in Renton (matches improvements from the I-405 project).
19	SR-167 Investment Level C**	\$ 790	"A" and "B" plus: Constructs additional lanes (one northbound and one southbound) between 15th NW in Auburn to 84th Ave in Kent.

21	I-5 Mercer Weave Investment Level A	\$ 420	Constructs a new on ramp to southbound I-5 (to the outside lane) from westbound 520 (fixes that portion of the "Mercer Weave"). Constructs roadway widening to allow for improved operation of southbound I-5 south of the Convention Center.
22	I-5 Mercer Weave Investment Level B	\$ 520	"A" plus: Constructs a new on ramp from Mercer Street to the outside of northbound I-5 (fixes that portion of the "Mercer Weave").
23	I-5 Mercer Weave Investment Level C	\$ 670	"A" and "B" plus: Constructs new off ramp from the outside of southbound I-5 near 45th to eastbound 520 (fixes that portion of the "Ship Canal Weave").
24	SR 518 from SR 509 to I-405	\$ 43	Design and construct improvements at the SR 509 / SR 518 Interchange to provide a direct access ramp from southbound SR 509 to eastbound SR 518; and initiate design of 24th Avenue S. /SR- 99 Interchange. Construct a third eastbound lane on SR 518 from the Airport North Access Expressway to I- 405
25	I-5 at S 272nd Street Single Point Interchange	\$ 44	Reconstruct the I- 5/ S. 272nd Street Interchange. Several interchange options under consideration. Project will include replacement of the I- 5 bridges, realignment of the ramps, transit and/ or HOV connection to I- 5 HOV lanes in the vicinity of S. 272nd St. and related local improvements.
26	SR 522 BRT Facilities	\$ 52	SR 522 Multimodal Corridor Plan -- Construct business access transit (BAT) lanes, build sidewalks, upgrade traffic signals and expand selected intersections per WSDOT's SR-522 corridor plan or subsequent evaluation of segment needs along the corridor. Funds would also provide enhanced transit facilities including upgraded bus shelters, lighting and customer along the service corridor from downtown Seattle to the UW Bothell campus. This is a series of projects that will be completed by the jurisdictions located along the SR-522 corridor.
27	SR 99 North BRT Facilities	\$ 89	Complete Business, Access, and Transit (BAT) lanes, build sidewalks, upgrade traffic signals and expand selected intersections in accordance with the Aurora Corridor Improvement Plan. It also provides BRT amenities including upgrading bus shelters, lighting, real-time customer information along the entire service corridor (downtown Seattle to N. 205th Street).
28	I-5, SE 18 & SR 161 "Triangle" Interchange in Federal Way	\$ 201	This project will improve the I- 5/ SR- 18 interchange by eliminating the current loop- ramps and by providing direct freeway- to-freeway connections between I- 5, SR- 18 and SR- 161. The project will also include improvements to and realignment of Milton Road South as well as a partial interchange (SB- on, NB- off) at the S. 376th Street overcrossing.
29	Other Projects on Approaches to HSS Investment Levels A, B and C	\$ 300	Constructs between 15 and 20 projects around King County on arterials that are approaches to highways of statewide significance
30	Other Projects not on HSS Investment Levels A, B and C	\$ 207	Constructs between 15 and 20 projects around King County including arterial widenings, signal upgrades, transit and freight improvements.
31	Transit Investment Level A	\$ 400	Purchases new buses and constructs bus bases on SR 99 North and SR 522 for implementation of Bus Rapid Transit (BRT) in those corridors. Purchases new busses to implement METRO 6 year transportation plan. Provides funding to implement new transit oriented development (TOD) projects.
34	Transit - Link to Northgate	\$ 1,000	Extend Link to Northgate from Downtown via the University District. Alignment yet to be determined
37	F.A.S.T Projects King County	\$ 125	FAST projects focuses on the broad corridor around the north-south rail lines connecting Everett, Seattle, and Tacoma. There are currently 7 FAST projects within King County with an estimated total project cost of \$186 million dollars. The projects includes Seattle's Lander Street overpass, Spokane Street and East Marginal Way; Kent's South 228th Street Extension and Willis Street underpass projects; and Auburn's M Street underpass project. These projects are at varying funding levels, but all project will need additional funds to bring them to construction.
38	Corridor Arterial Traffic Management Program King County	\$ 85	Implement Intelligent Transportation system applications along high use arterial corridors throughout King County. Strategies include signal synchronization and interconnect, cameras, transit signal priority, use of variable message signs and incident management and response.
39	Transit Investment Level A1	\$ 415	Provide capital funding for BRT capital and to purchase buses that replace and expand the current local transit fleet allowing King County Metro to shift funds to provide additional service hours to support BRT and Crosslake Washington Commuter services. Extend the E-3 busway from Spokane Street to Industrial Way, and construct transit-only ramps to/from the center I-5 HOV lanes at that location.